

# The Hongkong Telegraph.

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FRIDAY, OCTOBER 6, 1905.

五年

號六月十英

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## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL \$10,000,000  
RESERVE FUND \$10,000,000  
Sterling Reserve \$10,000,000 \$18,500,000  
Silver Reserve \$5,500,000  
RESERVE LIABILITY OF PROFTORS \$10,000,000

COURT OF DIRECTORS:  
H. A. W. SLADE, Esq., Chairman.  
A. HAUPT, Esq., Deputy Chairman.  
Hon. C. W. Dickson, H. Schuhart, Esq.  
E. Goetz, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.  
F. Salinger, Esq.

CHIEF MANAGER: J. R. M. SMITH.

MANAGER: H. E. R. HUNTER.

London BANKERS—LONDON AND SHANGHAI BANKING COMPANY LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 19th August, 1905.

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1905.

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL—Sh. Taels 7,500,000.  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtao, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne

Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

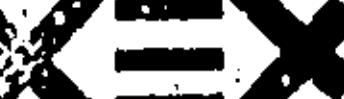
HUGO SUTER,

Sub-Manager.

Hongkong, 9th September, 1905.

## Intimations.

JAPAN



COALS.

## THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Gourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Scotti-Chemulpo, Kure, Shimonesaki, Moji, Wakamatsu, Yokohama, Nagoya, Osaka, Kobe, Haldwani, Kara, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasabe, Milke, Hikodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers; Sole Proprietors of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and Sole Agents for Fujimoto, Hoku, Hondo, Ichimura, Kenada, Mameda, Manoura, Onoura, Otsuji, Sashima, Tsubakura, Yoshinobu, Yoshio, Yanakibaya and other Coals.

5. MINAMI Manager, Honshu.

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,  
GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 20th September, 1905.

[948]

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W. M. PARLAME,

Manager.

Hongkong, 2nd June, 1905.

[675]

MUSIC LESSONS.

LESSONS in VIOLIN, GUITAR, MANDOLINE, and in MUSIC, by a Teacher of Experience.

For terms, apply to—

"E.",  
C/o Hongkong Telegraph,  
Hongkong, 12th September, 1905. [911]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c. [F. J. Fox] October 7th, Sea Special Advertisements.

YOKOHAMA & SHANGHAI, POONA [C. R. Longdon, R.N.R.] About 15th October. Freight only.

LONDON and ANTWERP via SINGAPORE, PENANG, CO. [A. L. Valentine] About 25th October. Freight only.

LOMBO, PORT SAID and MARSEILLES [A. L. Valentine] About 25th October. Freight only.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 5th October, 1905. [2]

## Intimations.



The best  
oil for the  
hinges of  
friendship.

## "MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,  
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,  
ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.  
NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.

Guaranteed to remain in working-order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.  
IMPORTANT POINTS FOR CONSIDERATION.

In Self-acting. Destroys all smoke. Always ready for immediate use. Requires only a hand to hold. Requires only a hand to hold. Weight only 1 lb. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

[155]

THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN RAILWAYS, MINES, WATER SUPPLIES, REINFORCED CONCRETE, CONCRETE PILES. ALEXANDRA BUILDINGS, HONGKONG.

Hongkong, 12th July, 1905. [208]

## Hotels.

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,  
Acting Manager. [26]

### HOTEL CRAIGIEBURN, PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 1st July, 1905. [28]

Telephone, 110.

Telegraphic Address: CONNAUGHT, HONGKONG.

No. 170.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, elegantly furnished. Hydraulic Elevator. Excellent Cuisine and Wines. Under European Management. Launch Service for Guests.

Hongkong, 16th June, 1905. [658]

FOR HOTEL COMFORT AND THE BEST BILLIARDS GO TO THE KOWLOON HOTEL. J. W. OSBORNE, Proprietor and Manager.

201 VICTORIA HOTEL, MACAO HOTEL.

SHAMEEN, CANTON.

ON THE BRITISH CONCESSION.

IN THE CENTRE OF THE PRAIA GRANDE. BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

IN THE CENTRE OF THE PRAIA GRANDE.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

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IN THE CENTRE OF THE PRAIA GRANDE.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

IN THE CENTRE OF THE PRAIA GRANDE.

## Shipping Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	3,363 tons	Captain H. D. Jones.
"POWAN,"	2,338	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260	R. D. Thomas.
"HANKOW,"	3,073	C. V. Lloyd.
"KINSHAN,"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted); 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
-------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 3 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
------------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

## THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
----------------	----------	--------------------------

"NANNING,"	569	C. Burchart.
------------	-----	--------------

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Manhing, Kungchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Dossing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow	Single \$15.00.	Return \$25.00.
Canton to Tak Hing	Single \$12.50.	Return \$21.00.
Canton to Samshui	Single \$7.50.	

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

## HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

## STEAMERS.

Tons. Commanders. Sailing Dates.

R.M.S. "EMPEROR OF CHINA,"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
"ATHENIAN,"	2,440	S. Robinson, R.N.R.	WEDNESDAY, 18th Nov.
"EMPEROR OF INDIA,"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 18th Nov.
"TARTAR,"	4,425	W. Davison, R.N.R.	WEDNESDAY, 29th Nov.
"EMPEROR OF JAPAN,"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 13th Dec.

Hongkong to London, 1st Class, £100. 10s. 10d. St. Lawrence £60. 1/4d. New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, according to superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent.

Hongkong, 20th September, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.

## DEUTSCHER DIENST.

(Taking Cargo at Hongkong. Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

## STEAMERS.

## DESTINATIONS.

## SAILING DATES.

SILESIA,"	HAVRE and HAMBURG.	(Calling at SPORE, PENANG & COLOMBO.)	8th October.
Babu			Freight and Passengers.
SUEVIA,"	HAVRE, ANTWERP and HAMBURG.	(Calling at SPORE, PENANG & COLOMBO.)	9th October.
Knaus			Freight.
SLAVONIA,"	HAVRE, BREMEN and HAMBURG.	(Calling at SPORE, PENANG & COLOMBO.)	18th October.
Roden			Freight and Passengers.
SEGOVIA,"	HAVRE and HAMBURG.	(Calling at SPORE, PENANG & COLOMBO.)	1st Nov.
Schönfeld			Freight.
SENEGAMBIA,"	HAVRE and HAMBURG.	(Calling at SPORE, PENANG & COLOMBO.)	15th Nov.
Jabung			Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG.	(Calling at SPORE, PENANG & COLOMBO.)	About
v. Hoff			Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amanships. Lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 4th October, 1905.

D. NOMA TATTOOER,  
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. "My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me." H. H. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

## IMPERIAL GERMAN MAIL LINES.

## NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Brazil.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 26th December.
PRINZ HEINRICH	WEDNESDAY, 3rd January, 1906.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 17th January.
GNEISENAU	WEDNESDAY, 31st January.
ROON	WEDNESDAY, 14th February.
PREUSSEN	WEDNESDAY, 28th February.
ZIETEN	WEDNESDAY, 14th March.
PRINZESS ALICE	WEDNESDAY, 28th March.
SEYDLITZ	WEDNESDAY, 11th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.

ON WEDNESDAY, the 11th day of October, 1905, at Noon, the Steamship BAYERN, Capt. H. Förster, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th October, and Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th October, and Parcels will be received in the Agency's Office until NOON, on TUESDAY, the 10th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

## (Subject to alteration.)

STEAMERS.	SAILING DATES.
PRINZ WALDEMAR	3,227 TUESDAY, 17th October.
PRINZ SIGISMUND	3,302 TUESDAY, 14th November.
WILLEHAD	4,761 TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Wollens, with MAI

## Intimation.

**WM. POWELL,**  
LIMITED.

"ALEXANDRA  
BUILDINGS"  
Des Vaux Road.

**COMPLETE  
HOUSE  
FURNISHERS.**

**HOTELS,  
CLUBS  
and  
PUBLIC  
INSTITUTIONS**  
furnished throughout.

**ESTIMATES FREE.**

We hold an exceptionally fine Stock  
of  
**BRITISH**  
and  
**FOREIGN-MADE**

**CARPETS**  
of  
**NEWEST DESIGNS**  
and  
**COLOURINGS.**

Please inspect our  
Windows.

Experienced men sent to  
take measurements.

**NO EXTRA CHARGE  
FOR MAKING-UP  
FITTING  
AND  
LAYING CARPETS.**

**W. POWELL, Ltd.,**  
HONG KONG.

10th September, 1905.

## Entertainment.

**HONGKONG BENEVOLENT SOCIETY.**  
GRAND PROMENADE CONCERT,  
on the  
VOLUNTEER PARADE GROUND,  
(Near Tramway Station),  
Kindly lent for this occasion,  
TO-MORROW,  
(SATURDAY), 7th October, 1905, at 9.15 P.M.  
Tickets ... ... ... \$2 and \$1,  
Can be obtained from the Volunteer Head  
Quarters, near the Hongkong Club, or  
from the Committee of the  
Hongkong Benevolent Society,  
Hongkong, 6th October, 1905. [980]

## Intimations.

**CIGARS.**

FINEST HAMBURG MADE

ROLAND VON HAMBURG  
AT  
84.50 per hundred.

FLOR DE MONDEGO  
AT  
86.00 per hundred.

Sold in

AIR-TIGHT TINS  
AT

TUNG CHONG WO,  
98, Queen's Road, Central,  
Opposite Central Market.

Hongkong, 9th June, 1905. [176]

**BAY VIEW HOUSE,**  
MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of Hongkong VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

ON SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest, Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including ICES, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:  
"BAYVIEW, MACAO,"  
Macao, 7th June, 1905. [641]

**Hotels.**

**OCCIDENTAL  
HOTEL.**

**EXCELLENT CUISINE.**

**MODERATE PRICES.**

**ELECTRIC FANS**  
TO ORDER IN  
EVERY ROOM.

**EUROPEAN MANAGEMENT.**

ELGIN ROAD, KOWLOON.  
Hongkong, 10th May, 1905. [177]

**THE ORIENTAL HOTEL,**  
MACAO.

THE above Hotel situated on the PRAYA GRANDE, will be opened on SATURDAY, 2nd September, under the Management of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitor, the Room being the largest and loftiest in the Colony. The BILLIARD TABLE which has been purchased from the Hon. Wei Yuk is the best in the Far East, and is practically new. SPIRITS and WINES of the best quality.

CUISINE—Excellent.

For Terms, &c., apply to—  
MANAGER.

Macao, 28th August, 1905. [880]

**For Sale.****FOR SALE.**

INCANDESCENT SCENT, Gasoline. Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,  
16, Lyndhurst Terrace,  
Hongkong, 16th November, 1904. [94]

**THE BUSY CENSOR IN RUSSIA.**

According to the St. Petersburg Novoye Vremya, the Kobeko commission on press reforms after thoroughly considering the question of censorship as applied to native books turned its attention to the proper treatment of imported books in foreign languages and found that the situation in that respect was even more anomalous and chaotic than with regard to the national literary output. Russia is the country of translations par excellence. She reads and devours everything and American or German or Italian or Dutch books that are hardly known in their own respective countries are promptly translated and read by her "intelligentsia." Her magazines are full of translated fiction from English, French and other sources. In view of these facts, the duties of the censors have not been light, and they have fallen into many ludicrous blunders and paradoxes. Thus many books which one department permitted in translation another prohibited in the original, and while a man might be punished for selling or possessing a given French book, there was nothing to prevent him from selling or buying the same book in a Russian translation. The official report submitted to the commission showed, says the paper referred to, that in the years 1871-99 10,000 foreign books were prohibited by the censors, and these books included all forms of literature. There has never been any revision of this "index," and the Minister of the Interior has offered to examine the whole list and remove the ban from at least two-thirds of the number. With regard to the future, he proposed to abolish the censorship as to all scientific books in foreign languages, including books on politics, social science and economics, while retaining it with reference to fiction, poetry, plays and "popular" literature generally. The liberal members of the commission regarded these proposals as inadequate, and advocated greater freedom and less "distrust of books," though they be written in other languages.—*Literary Digest*.

**THE WOMEN OF MOROCCO.**

By far the larger portion of the inhabitants of Morocco, have no Arab blood in their veins, but belong to the Berber race, which is of Indo-Germanic origin, and, although they have accepted the Mohammedan religion, have never accepted the Turkish or Moorish attitude toward women. When one sees the women of the Berber classes the old idea of a weak, fading human flower, pining for light in a harem, disappears. Here is not a type of that sort, but an unweaved, stately form, strong and conscious of herself. And these women represent the majority of the female Moors, numbering in all more than 3,000,000.

The most noteworthy feature of the position of the Berber woman, Heri Gutzeit says, "is that there the old custom of the mother's right has been preserved. In accordance with this custom, a child is not named after the father, but after the mother." And in general the greater weight is given in the material line of descent. This is all the more remarkable as the Moors and Arabs the principle of the patriarchate prevails. If we consider how deeply men are influenced by inherited views in reference to marriage and the family we will easily see why the so-called insurrection in Morocco does not cease. The Berber tribes will never recognize the authority of a Sultan whose family descended from a negro slave. "With the Berbers the son has the position of the mother. The son of a slave is a slave, that of a noblewoman a noble, no matter what the father might have been. The eldest son is not the heir-at-law, but the eldest daughter or sister, or her son, and in certain tribes the woman may be the absolute ruler."

In all important matters the women are consulted among the Berbers, and the women of the Tuareg tribe, in the southern part of Morocco, are truly unique figures. In fact, they may be given a high place not only among the women of Islam, but among the women of the world. There is nothing share of Eastern polygamy. The woman has the one husband and the husband the one wife. She is absolutely free to do as she pleases, as free as her European sister, and she is recognized by her husband as his equal in every sense. Another remarkable fact is that among the Tuaregs it is rare to find a man or woman who cannot read and write. In addition to this, the family wealth is managed by the wife and not by the husband, the husband taking care of outside work and national affairs. The Tuareg women are true amazons; they accompany their husbands on the hunt, exercise horses and camels and take part in battles and pillaging expeditions.—Johannes Gutzeit in *Die Zeit, Vienna*.

**THE CHARGES AGAINST AGNOSTICISM.**

By two independent calculations, from corner rolls of Oxford and Bedfordshire, I get at the same result—that the percentage of murders and homicides to the total population of those days was more than twenty times greater than at present. With rape, the disproportion is greater still; for it was a habitual practice in warfare, and when was Europe without war? Even nowadays it is in Roman countries that gambling is especially rampant; in the Middle Ages it was far worse, and rendered even chess a disreputable game. St. Bernardino complains of the horrible blasphemies and mutilations of a sort of images to which the gambling mania led—far worse than anything known to modern Protestantism. Drunkenness, even without the worst modern temptation of distilled liquors, was also rampant in the past; at Oxford, as Dr. Randall points out, it was not even an offence recognized by the university authorities. As to obscenity, I dare not even summarize the testimony of Thomas of Celano and Gerson, which points to something far beyond modern France and Italy. One of St. Catherine of Siena's worst trials lay in the impossibility of escaping from foul talk in respectable middle-class circles. There is scarcely a book of medieval history or fiction, even including the collections of anecdotes for preachers' use, which could conveniently be published in an unexpurgated translation. Dozens of songs and parodies written by medieval clerics, and preserved to modern times in monastic or cathedral libraries, are far too licentious to be translated and published in any modern community. The beautiful poem from which Neale took "Jerusalem the Golden" is in many parts quite untranslatable. It is very strange that Dr. Barry, a professed medievalist, should not have at least some inkling of these things, and that he should not know how little the thirteenth century can be spoken of as a time of pure and ideal family life, untaunted by divorce, though space fails me to grapple here with a subject which is complicated by medieval legal fiction.

On one point, however, I am glad to agree with Dr. Barry. Neo-Malthusianism is comparatively moderate as a general practice. It is gaining ground alarmingly in most civilised countries, and I heartily endorse his plea that it is contrary both to natural and to Christian morality.—G. C. Colton in *London Literary Review*.

**Insurance.**

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & Co.

Hongkong 28th May, 1905. [92]

**Consignees.****NOTICE TO CONSIGNEES.**

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out "mark by mark, and delivery can be obtained as soon as the Goods are landed."

This vessel brings on Cargo—

From London, &c., ex S.S. *Mongolia*.

From Australia, ex S.S. *Victoria*.

From Calcutta, ex S.S. *Sumatra*.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, but the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 5th October, 1905. [93]

**"MOGUL" LINE OF STEAMERS.****NOTICE TO CONSIGNEES.**

S.S. "GHAZEE,"  
FROM GLASGOW, LIVERPOOL AND SINGAPORE.

CONSIGNEES of Cargo hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 3rd October, 1905. [97]

S.S. "OCEANIEN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

**NOTICE TO CONSIGNEES.**

CONSIGNEES of Cargo from London, ex s.s. *Charente* and *Dordogne*, and from Bordeaux, ex s.s. *Ville de Céle* and *Ville d'Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, at 3 P.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 9th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th October, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 9th October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 2nd October, 1905. [7]

FROM ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

T. H. A. L. Steamship

"SEGOVIA."

Captain Schoenfeld, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims

## FUTINATIONS.

A. S. WATSON & CO.,  
LIMITED.

WINE & SPIRIT  
MERCHANTS,

HAVE BEEN APPOINTED AGENTS  
FOR MESSRS.

ROBERT PORTER  
& CO.,

BOTTLERS OF THE FAMOUS

BULL DOG  
BRAND

BASS' ALE, GUINNESS' STOUT,

AND

LIGHT ALES.

## PRICES:

## PER CASE

"BULLDOG"	Bass' Ale	8 daz. pds. \$15.	Berdou. pds. \$1.25
"BULLDOG"	Light Ale in Champagne Botts. (speci ally brewed for this climate)	4 " qts. \$18.	" qts. \$4.50
"BULLDOG"	Guinness' Stout	8 " pds. \$14.	" pds. \$3.00
"BULLDOG"	Stout	12 " splits \$27.	" splits \$2.40
Do.	Do.	12 " splits \$18.	" splits \$2.40

A. S. WATSON & CO.,  
LIMITED,

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd September, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

AT

ST. LOUIS EXHIBITION.

Hongkong, 20th June, 1905.

BIRTH.

On 20th September, at Shanghai, the wife of F. S. Anoritz, of a son.

DEATHS.

On 21st September, at Yochou, Hunan, WILLIAM HILL KELLY, the thirteen-month-old son of Dr. and Mrs. William Kelly.

On 24th September, at Kuling, MARION JOAN, younger daughter of Mr. and Mrs. Edward Fraser, Lankow, aged 3 years.

This morning Inspector Langley prosecuted the coxswain of the military launch *Tipo*, for dumping ashes from his boat into the harbour, though warned against doing so. He was fined \$7, and warned against a repetition of the offence.

HOA SAN YI was charged, at the instance of Inspector MacDonald, before Mr. C. N. Orie, with being a member of a Trid Society and further with being in unlawful possession of a revolver. He was fined \$400 on the first count and \$60 on the second, \$50 in all, with the alternative of four months' hard labour.

LORE Edgar Algernon Robert Cecil, K.C., the baronet son of the third Marquis of Salisbury, en route for Singapore, arrived here yesterday from Kobe, per P. & O. s.s. *Nubia*. He is on his way to Singapore in connection with the Tai-jong Pagar Dock Arbitration. On the same ship are Capt. Smirnoff and Gregoroff, formerly officers of the Russian navy and released prisoners of war.

THE SUPERIORITY of the Italian Convent wishes to express her most grateful thanks to His Excellency Sir Matthew Nathan for having honoured with his presence and kind patronage on the occasion of the special sale held at the Convent last month, as well as to all the benevolent ladies and friends of the institution who so kindly helped her. She has much pleasure to say that, owing to their kind support, it has been more successful than the former year.

BY kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batt. "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, 7th inst.:

March....."Ave Apollon"....."Volkslied"  
Overture....."Roumunde"....."Schubert  
Vate"....."Jungfernen Tanz"....."Gung's  
Piccolo Solo....."The Deep Blue Sea"....."Brewer  
Masque from....."As You Like It"....."German  
Selections....."English Aires"....."F. Godfrey  
God save the King".....

INSPECTOR Langley charged five hawkers with being on board the s.s. *Glengyle* without permission (the captain, officers, or agents, on the 5th inst.). They had previous convictions against them for a similar offence, while one of them had been fined \$50 for making fast to a steamer while under way. A heavy fine like that, said his Worship, was inflicted on account of the danger attaching to that practice, but hawking was a different matter. Inspector Langley said that boarding without permission was very prevalent at one time, but had not been nearly so much so since his Worship inflicted the heavy fines. They were fined \$5 each or fourteen days' hard labour.

WITH reference to the reports that have recently appeared as to the establishment of an important new German banking enterprise in the Far East, it is now said in Japanese papers that the German Imperial Bank, the German Asiatic Bank and the Bank of Berlin, in conjunction with some other leading banking institutions are about to found a great joint Bank in the Far East with a capital of \$300,000,000. It is believed that the head-quarters will be at Shanghai and that there will be a branch at Yokohama. It is said that Herr Homann, who is now conducting negotiations at Tokio in connection with the new venture, will probably be appointed the head of the Yokohama branch.

We understand from Mr. J. B. Suttor, representative of the Government of New South Wales, that Sir John See is visiting Japan, and should arrive by the E. & A. steamship *Empire* about the 18th inst. Sir John See has been a prominent figure in the political and social life of Australia for many years, and enjoys the honour of never having been defeated when offering himself for election. Sir John has been Premier of New South Wales for several years, but recently retired from active politics. Personally he is a man of great decision of character, and is highly esteemed throughout Australia. Sir John See was Premier of the State of New South Wales during the visit of the Japanese Fleet under Admiral Kamimura, and, it will be remembered, extended most courteous attention to the visitors. It is not known how long Sir John See intends remaining in Japan; but he will doubtless visit all the places of interest. It is Mr. Suttor's intention to meet the *Empire* down south, and accompany Sir John See and party through Japan.—*Japan Chronicle*.

ALTHOUGH hostilities between Russia and Japan are at an end the newspaper war in Japan continues as fierce as ever. Scarcely a week passes without an engagement of some sort taking place between the inmates of the various editorial sanctums, and the latest reports to hand denote that the belligerents are still keeping in touch. According to the *Japan Herald* the *Chronicle* has been dragged by the *Japan Mail* into a controversy between those two journals on the merits of the instalment system as engineered by the *Times* in the case of the *Encyclopaedia Britannica* reprint. The *Chronicle* remarks that "it would seem that the Editor of the *Japan Mail* is afflicted with *Chronicle* on the brain, and these constant ebullitions are calculated to excite serious concern among the friends of this accomplished gentleman. It appears that the *Japan Herald* drew attention to a suit in the Local Court instituted by the representative of the London *Times* for payment of the balance of instalments on a set of the *Encyclopaedia Britannica*. Then followed pretty clear English in the *Japan Mail*, a journal edited by a man who has had a public school education, and who has furthermore had the advantage of serving in a profession which is regarded as eminently fitted for "gentlemen." Who would imagine a man with some claim to good taste and literary distinction?" This is certainly a *coup de grace* on the part of the *Chronicle*, and should certainly terminate the engagement. "Little birds in their nests" etc., why not edition in their nests.

AS already reported, it is believed to be the intention of the authorities to complete the withdrawal of the whole of the troops from Manchuria in the space of six months. The estimated cost of moving the armies to Japan is stated to be the enormous sum of Y400,000,000.

Mr. C. H. Davis, the Yokohama manager of Messrs Samuel Samuel & Co., on behalf of the firm, has presented the sum of Y1,000, to the Minister for War, for the benefit of the soldiers who were injured and the families who were bereaved by the recent disaster to the *Kin-ko* marine.

HONGKONG BENEVOLENT  
SOCIETY.

## TO-MORROW'S CONCERT.

It is safe to say that the concert arranged to take place on the Parade Ground to-morrow evening will be one of the best that has been held this year, and when it is realised that it is given in aid of the funds of the Hongkong Benevolent Society, a large attendance should be assured. Mr. G. Grimble has prepared an attractive programme for which he deserves every credit. As showing how deserving the object is looked upon, we are glad to mention that through the kindness of Colonel Fitton and officers of the 2nd Batt. Royal West Kent Regiment, the popular band of that regiment will play during the evening, entirely free of charge, the full complement of 80 musicians taking part in the selections. Messrs. Guedes and Co. are printing the programmes free of cost, while Messrs. Lane Crawford and Co. are looking to it that the use of a piano shall cost the Society nothing, and the same is to be said of the Electric Light Co. concerning their fittings. Mr. Walstow is also giving his services free, while last but by no means least, it is understood that the Volunteer Parade Ground, stage and decorations are also through the courtesy of the Volunteer Officers, to be lent gratis. A glance at the programme will show that the singers are all too well-known to Hongkong concert-goers to need a word of prophetic comment from us, and so, where all tends to make this function a success it is thoroughly deserved to be, it is earnestly to be hoped that the fullest measure of patronage may be placed in possession of the so-much-needed funds to enable it to continue the good work it has so quietly and unostentatiously carried on for many years. We are asked to state that during the Band pieces it is expected the audience will take the opportunity of promenading, as there will be no interval.

Those taking part in the concert are Mrs. F. J. Baddeley, Mrs. David Wode, Messrs. G. Koenig, W. M. Stewart, C. H. Grace, F. Jokl, A. F. Walstow, Surg.-Lieut. Forsyth, and the Band of the Royal West Kents.

## HONGKONG CRICKET CLUB.

## TO-MORROW'S MATCH.

Following is an amended list of players in the match 1st Eleven v. Twenty-two, to be played on the cricket ground to-morrow, 1st November.—R. E. O. Bird, Major Chichester, W. Daniel, Harry Hancock, Capt. Kriekenbeck, Major Louis Lieut. Lumisden, Major Pedley, Capt. Smith, W. C. D. Turner, and T. E. Pearce. Twenty-two.—T. Sercombe Smith, R. A. B. Ponsonby, H. G. E. Dixon, E. Hooper, T. C. Gray, Capt. Noble, R. N. E. A. Fowler, Dr. J. H. Swan, Dr. C. Forsyth, Lieut. Dobbin, F. Lamerton, F. C. Kendall, A. G. Fletcher, Dr. F. H. Kew, A. O. Lang, Rev. H. R. Wells, Major Williamson, S. Vickers, and D. Wood. Players are reminded the match will commence, after tiffin in the pavilion, at 12.30 p.m.

## THE SINGAPORE DOCKS.

## NINE MILLION STERLING CLAIM.

We (*Singapore Free Press*) are informed, on good authority, that the claim made by the Tanjong Pagar Dock Company against the Colonial Government amounts to the astounding figure of nine million pounds sterling! This stupendous sum will take the Colony breath away, for it does not make the least pretence to stand in any intelligible relation whatever to the published accounts of the Company. It appears to be merely a glorification of the "ask price" of Indian hawkers, who swear by all his gods that he is a ruined man if he takes fifty rupees for what he eventually pacify surrenders for two rupees eight annas. When it comes to the Committee of the late Tanjong Pagar Dock Company putting a value upon what they are required to part with, they evidently "hear the East calling," and adopt the commercial tactics of the minor Asiatic dealers. If the shares of the Company, not a very long time ago, say, just after Mr. John Anderson made his famous speech, stood at about \$20 in the market, how is it that, without any further addition to the company's assets and in face of a policy of curtailing expenditure and reducing establishments on the expropriation being decided upon, those very same shares, on the "nine million sterling" basis, must to-day be worth, say, £150 each, or about two thousand six hundred and fifty dollars each at current rates of exchange? This conundrum will have to be faced by these old Singaporeans and other holders who desire to slash so valiantly at the Colony's revenues and credit, to their own material advantage. For any commercial share to rise eleven hundred per cent in value in the comparatively short time indicated, we should imagine, unprecedented. And in view of this colossal "nine million sterling" claim, we cannot help thinking that the arrant penitiles in the minds of certain gentlemen who acclaimed the toast of the "Prosperity of the Colony and the Federated Malay States" at the last Straits Dinner, must have been of a curiously mixed order. The persons who were parties to the formulation of that magnificent nine million claim are to be congratulated on one thing at any rate—they're wonderful hawks!

ALTHOUGH hostilities between Russia and Japan are at an end the newspaper war in Japan continues as fierce as ever. Scarcely a week passes without an engagement of some sort taking place between the inmates of the various editorial sanctums, and the latest reports to hand denote that the belligerents are still keeping in touch. According to the *Japan Herald* the *Chronicle* has been dragged by the *Japan Mail* into a controversy between those two journals on the merits of the instalment system as engineered by the *Times* in the case of the *Encyclopaedia Britannica* reprint. The *Chronicle* remarks that "it would seem that the Editor of the *Japan Mail* is afflicted with *Chronicle* on the brain, and these constant ebullitions are calculated to excite serious concern among the friends of this accomplished gentleman. It appears that the *Japan Herald* drew attention to a suit in the Local Court instituted by the representative of the London *Times* for payment of the balance of instalments on a set of the *Encyclopaedia Britannica*. Then followed pretty clear English in the *Japan Mail*, a journal edited by a man who has had a public school education, and who has furthermore had the advantage of serving in a profession which is regarded as eminently fitted for "gentlemen." Who would imagine a man with some claim to good taste and literary distinction?" This is certainly a *coup de grace* on the part of the *Chronicle*, and should certainly terminate the engagement. "Little birds in their nests" etc., why not edition in their nests.

THE RUSSIAN WARSHIPS AT  
SHANGHAI.

It is reported by a Shanghai telegram that

the Russian warships and transports, *Akola*,

*Amandour*, etc., will undergo repairs there.

A contract between Russian agents and a shipbuilding yard has been concluded.—*Shanghai Herald*.

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ALLEGED ATTEMPTED  
MURDER.

## THE POLICE PINNACE AFFAIR.

Chen Ming, and Chan Lai, boatmen of fishing boat No. 1,685 H., were charged before Mr. F. A. Hazelton this morning that they, with others not in custody, feloniously, wilfully, and maliciously aforesaid did assault and attempt to drown one Lai Kum Fuk, a constable in the Police Force of the Colony, with intent there and then to murder him in the waters of the Colony on the 2nd inst.—There was a further charge against the accused of being in unlawful possession of ten cwt. of coal, reasonably suspected of having been stolen, but this charge was withdrawn.—The men pleaded not guilty and the case was remanded until Tuesday next at 2.15 p.m.

## 7. E. BOMB OUTRAGE.

DETAILS OF THE ATTEMPT TO KILL  
DUKE TSI.

A profound sensation was caused throughout North China yesterday (writes the *China Times* of the 25th inst.) when it became known, shortly after noon, that an infernal machine had been exploded in the Peking Railway Station just as the High Commissioners—whom the Chinese Government are sending abroad to study conditions in foreign countries with a view to gaining information likely to be useful in connection with the introduction of administrative reforms in the Chinese Empire—were about to take their departure for Tientsin en route for their several foreign destinations.

The outrage created enormous excitement in the Chinese capital, which is now in a highly perturbed state, and scarcely less sensation was caused in Tientsin when the first news was, of course, received, at the yamen of H. E. Yuan Shih-kai whence it quickly leaked out among the Chinese.

Information from Peking to the effect that the Commissioners had entered the train and were ready to start, when a young Chinese student on the platform recently returned from abroad, threw the bomb at the car, injuring slightly the High Commissioners, Duke Tsi, and seriously, wounding His Excellency Hsiao, another of the principal Commissioners, who is stated to be vice-president of the Board of Revenue at Peking; while four or five were killed on the spot, and others were wounded.

From another well informed source we learn that, just as the members of the Commission were boarding the train at the Peking Railway Station, an infernal machine was thrown, killing two servants outright. One of the servants killed was terribly mangled, and his body from the breast upwards was blown to atoms. The Duke and Commissioner Hsiao were injured by splinters about the face and neck.

Three persons have been captured in connection with the outrage.

The Viceroy Yuan Shih-kai's son fortunately escaped injury.

It was decided that, on account of the outrage, it would be necessary to postpone indefinitely the departure of the Commissioners.

The Viceroy on receipt of the news sent up to Peking the Customs Taotai Liang, Railway Taotai M. T. Liang, and Police Commissioner Tsao; together with two doctors, and Colonel Munthe, A.D.C. The fact that so many members of the Viceroy Yuan's staff were hastily summoned appears to indicate that the Government of Peking is thoroughly roused to action, and that it is taking the most effective possible step by calling on Yuan Shih-kai to give his powerful assistance.

A later message states that the Commissioners were due to leave by special train at 10.45, and this was the train attacked. The bomb blew one entire side out of the car in which the commissioners were about to travel, killing, according to this information, three persons and seriously wounding five. The commissioners did not start, and the train was cancelled.

It is strongly suspected that the origin of the outrage is to be found in the Anti-Reform party in the Imperial Court.

We (*The Shanghai Times*) learn from indisputable authority that the assassin did not throw the bomb. He was leaning out of a car window when the bomb under his coat, when the infernal machine exploded prematurely, literally blowing the man to atoms.

The inquiry was adjourned till Monday at 2.15 p.m.

## THE HARBOUR MYSTERY.

## TELEGRAMS.

[Letters.]

## France and Germany.

London, 4th October.

Prince von Buelow, interviewed by a Paris newspaper, says that the action of Germany in Morocco is purely unaggressive and defensive; Germany could not afford to see Morocco become a second Tunis.

The Prince advocates the abandonment of the idea that France and Germany are traditional enemies. Both Governments desire to see an increase of confidence between the two nations; and he affirms that it must please France to know that her ally has one friend more in the existence of the Russo-German friendship.

## Reported Now Russian Loan.

London, 5th October.

It is reported that the Paris bankers are negotiating a simultaneous issue, about the end of the month, by France, Great Britain, Germany and the United States, of a 4% loan of £70,000,000 at about 90.

## The United States and the Chinese Boycott.

The United States Cabinet, in discussing the Chinese boycott of American goods and the Chinese complaints of the Exclusion laws, have practically decided that changes must be introduced into the present regulations.

## The Suez Canal.

Twenty-seven ships at Port Said are awaiting the re-opening of traffic.

[N. C. D. News.]

## Disaffected Units in Korea.

Tokio, 1st October.

Insurgents in Kangwon province, Korea have murdered two Japanese postmen.

## A Presidential Declaration.

Tokio, 1st October.

A declaration is expected from President Roosevelt endorsing the Anglo-Japanese Alliance and the Russo-Japanese peace terms.

## The Progress of Princess Alice.

Tokio, 1st October.

Miss Roosevelt was to embark on the G.N.S. *Minnow* to-day at Shimonesaki.

## The Railway Magnate's Tour.

Tokio, 1st October.

Mr. Harriman arrived at Seoul yesterday.

## The Balance of Power.

Tokio, 1st October.

A Washington dispatch states that Italy is seeking to join with Russia and Germany to balance the Anglo-Japanese combine in the Orient.

[Kobe Herald.]

## The Russian Navy.

London, 21st September.

Mr. Schwab has arrived in New York. He states that he has failed to conclude a contract for the construction of the Russian navy.

## Salvation Army and Japan.

Tokio, 1st October.

The Salvation Army has opened a subscription list in England with the object of establishing a training school at Tokio.—*Nichi Nichi*

The Caucasus.

London, 21st September.

The Viceroy of the Caucasus has arrived at Baku. Ten thousand infantry are being quartered in the naphtha district. At Riga, after liberating the political prisoners, the mob succeeded in repulsing the troops. A revolt is in progress at Nijni Novgorod. It is reported that in Lodz, Poland, that twenty-four thousand workmen have gone on strike. They demand a forty per cent increase of wages. The Civil and Military governors of Odessa are indulging in mutual recriminations in public and in the press. There has been a great increase in the number of troops quartered upon citizens in Finland. A bomb has been thrown at the residence of the Governor of Vasa, in the Principality. The Governor of Warsaw continues to issue orders for repressive measures of the utmost severity.

## Trouble in Servia.

London, 24th September.

Servia has sent an ultimatum to Turkey in reference to the recent violation of the Servian frontier. He requires the dismissal of the officers responsible for the occurrence, an apology, and payment of an indemnity. In the alternative, she threatens re-attack.

[Servian News.]

## Canton-Hankow Railway.

Tientsin, 28th September.

Sheng Kung-pao left Peking on the 26th, and Tientsin on the morning of the 28th, by the *s.s. Hsin-yu*, for Shanghai. The *Eastern Times* says that Sheng Kung-pao has been expelled from Peking by an Imperial Edict, for an attempt by him to induce the Belgian Minister to interfere with the purchase of the Canton-Hankow Railway, by China. Sheng was ordered by the Throne to have nothing to do with the affair and commanded to quit Peking. He therefore wired to Treaty Commissioner Liu who, in order to save Sheng's face, wired to Peking that Sheng's assistance was indispensable in the negotiation of the German-Chinese Commercial Treaty.

## ADMIRAL RODJESTVENSKY.

## REPORTED SERIOUS ILLNESS OF THE BRAVE SAILOR.

We regret to learn from the *Japan Mail* that Admiral Rodjestvensky's condition is not at all satisfactory. The wounds on his body are healed, but that on his head is still open, and there are plain evidences that the bone has been splintered. But as the wound is deep, reaching to the immediate neighbourhood of the brain, the surgeon cannot mend with it. In addition to this, the Admiral is attacked by gouty troubles from which he has long suffered. He is unable to move without assistance, and his legs are much swollen. If this last symptom continues the heart, the case is serious.

## THE MINN DISASTER.

## SINKING OF THE "HSIEH-HO."

## ACTS OF HEROISM.

## FULL PARTICULARS.

Our correspondent at Shanghai wired us brief details of the sinking of the China Merchant's S. N. Co.'s steamer *HSIEH-HO*, in the South East Promontory early in the week, and we now clip the following particulars from the *Shanghai Times*, of 2nd inst.:-

Yet another maritime disaster is added to the already full list caused by the deadly floating mines. It is the irony of fate that after the belligerents in the great Far Eastern war have buried the hatchet, and agreed upon the terms of peace, that their instruments of destruction scattered broadcast over the seas, should deal death to non-combatants.

The China Navigation Co.'s steamer *Chin Hua*, from Chefoo, which arrived here yesterday afternoon, brought a thrilling tale of disaster and death, to which are added deeds of heroism and self-sacrifice.

The story is a ghastly one involving the complete loss of a magnificent ship, and the death of two of her officers and about seventeen Chinese.

According to the officers of the *Chin Hua*, the China Merchants S. N. Co.'s steamer *HSIEH-HO*, bound from Chefoo to Shanghai, struck a mine at 6.10 a.m. Saturday when 100 miles south of the South-East Promontory, and in some ten or fifteen minutes plunged into the depths, never to rise.

The officers of the *Chin Hua*, which was about ten miles astern of the ill-fated vessel when the explosion occurred, lowered her boats and performed noble work in rescuing the survivors, many of whom were in the cold water for over an hour.

## A PASSENGER'S STORY.

One of the survivors of the terrible disaster has kindly put the following facts at our service; and we are therefore enabled to give our readers a complete account of what happened from the moment of the explosion.

About 10 minutes past six on Saturday morning, when the vessel was approximately two miles South of the S. E. Promontory, a tremendous explosion, suddenly rent the air.

The only two passengers, Mr. Brass and Mr. Dodsworth, were in their cabins at the time; both being asleep. When the crash came, both men were thrown out of their berths.

They were on their feet and on the deck in an instant.

As the interval had been, the ship was already settling down by the head, part of the bow having been blown away by the mine. The whole ship was in a seething state of confusion. Panic-stricken Chinese were rushing to and fro in terror, whilst the Chinese crew were madly endeavouring to lower away the boats. For a few valuable minutes all was chaos. Order and discipline had disappeared. Gradually the ship settled lower down at the bow and the stern rose higher from the water.

## ACTS OF HEROISM.

It was then that one of the bravest acts of heroism any man could do, was performed by the Chief-Engineer, Mr. Gill. The ship was by this time at an angle of 60 degrees; yet, in spite of this, he dashed his bow to the engine room, sent off the steam and eased off the safety valve; thus avoiding an after explosion.

In the meantime, Mr. Brass on meeting the deck, had found a life buoy and slipped it under his arms. As he did so, he caught sight of his Chinese servant.

"Can swim, boy?" he cried.

"No can swim, master!" was the reply.

"Then take this. Keep it clear up under your arms and look out for the boats."

They then made their way to where the Chinese were still struggling with boats that refused to be lowered. At least they went down with a rush; one on the port side and one on the starboard. Mr. Brass, who was helping to lower the port boat, here met with an accident.

Owing to bad fixings, or something, the ropes rushed through his hands and literally tore the skin from the bones.

## OFFICERS AT THEIR POSTS.

Captain Crawford, was at his place on the bridge, with one of his officers. The chief engineer and the two passengers were on the hurricane deck.

There was little time for words; but by one of these curious phenomena that afflict mankind, two of them found time to comment on the situation. "Can I be of any use?" said the passenger. "No, I think not," replied the chief. The starboard boat was by this time lowered and in the water. It was full of Chinese without a single European. "Then I think this is no place for me," said the passenger, "I'm going to try." And clambering over the deck rail, he dived out into the sea. The sinking ship was about 60 yards from the boat and when the passenger reached it, it was only to find that the Chinese absolutely refused to allow him to climb in. So he hung on the stern and waited until assistance came along.

Three minutes later, the chief engineer came alongside and managed to clamber in. It was at this moment that the *HSIEH-HO* felt her death-throes. She suddenly plunged her head down and her stern rising clear from the water, hung perpendicularly for fully a minute. Then she slowly disappeared, sinking so gently that the suction was very small. As she sank from sight, one solitary Chinaman was seen hanging to the rail at the stern.

The next moment, the engineer assisted the passenger into the already overcrowded boat.

## A PITTORESCENE.

The scene was pitous and extraordinary. Wreckage of all description was floating about, together with hen coops, bodies, and struggling Chinamen. One crate full of live ducks had been burst asunder, and the birds were making the most of their freedom.

Before long, the captain was seen floating on a log. He had been the last to leave the ship, and swimming clear of the debris, had caught hold of a floating piece of timber. He also was taken to safety. — *N. C. D. News.*

The troubles of the shipwrecked people were, however, by no means ended. Although Captain Crawford assumed command, his orders were not obeyed; the Chinese probably being so badly frightened that obedience was forgotten.

It was also found that there was no plug to the boat; so the hole was stopped up with the men's hats and pieces of clothing whilst baling operations became the order of the day.

Within an hour or so the *Chin Hua* was fortunately sighted, and by eight o'clock, the weary survivors were safely housed and cared for.

The utmost thanks are given by the shipwrecked passengers and crew to the captain of the *Chin Hua* and to the passengers of the same vessel. Everything they could do, they did willingly; placing both money and clothes at their disposal. It is acts such as these that makes the whole world kin.

## TWO ENGINEERS LOST.

The *Chin Hua* cruised about the scene for some five hours in the hope of picking up the second engineer, Collis H. Manchan, and third engineer Muir, though it was a forlorn hope, as the boat in which they were had evidently been drawn under by the suction of the sinking vessel.

The *HSIEH-HO* was the last ship sent out for the China Merchants S. N. Co. and made her first trip about five years ago. Her officers were:—

Master—Captain A. A. Crawford.

Chief Officer—C. F. Maundrell.

Second Officer—Mr. McCoy.

Chief Engineer—Mr. Gill.

Second Engineer—Collis H. Manchan.

Third Engineer—Mr. Muir.

## CAPTAIN CRAWFORD'S STORY.

Captain Crawford, master of the *HSIEH-HO*, when interviewed by a *Times* man, said:—

"About 6.30 a.m. on Saturday morning we were steaming along about 123 miles to the Southward of the S. E. Promontory, when I felt a dull jar and shock from somewhere forward, which was so severe that it smashed all glass in the windows of the chart room.

I immediately rushed on deck and the first thing that I saw was water rushing out of the ventilators on the main deck forward. The bow of the ship was gradually sinking and suddenly the forecastle blew off and some of the light cargo floated off.

The chief engineer had the presence of mind to stop the engines and blow off steam as soon as the shock occurred. I was standing on the bridge deck watching the bow sink and as the water rose gradually up to the bridge deck, I heard it running down into the stoke-hole like the falls of Niagara.

I then dived into the water and floated around till I caught sight of a wooden boat cover, upon which I climbed. I stuck to this until I was picked up by one of the boats. All the boats left the ship safely and it is supposed that the life boat that was sunk was drawn down by the suction when the ship sank.

From the first shock till the time of the ship's sinking not more than twenty-minutes passed. The ship seemed to sink straight on end. There was no explosion from the boilers as she sank."

## FORTUNATE PROCRASITATION.

One passenger by the *Chin Hua*, a lady, is to-day thankful that tardiness in arriving at the place of departure in Chefoo, alone prevented her from sailing on the ill-fated vessel. As it was she came by the *Chin Hua*, and had enough excitement to last a lifetime.

She states that the sight of the Chinese bailing for life and literally catching at straws to keep themselves above water, was enough to unnerve the strongest man. She pays a glowing tribute to the officers and passengers of the *Chin Hua*, who did everything possible to alleviate the sufferings of the survivors, the majority of whom lost all their belongings and were in great need of clothing, etc.

## THE BOYCOTT.

## THE MOVEMENT STILL VIGOROUS.

On 24th ult., a special-meeting was called at Nanking to devise measures for boycotting the 40,000 cases of kerosene oil recently shipped to Nanking by the Standard Oil Company. The meeting was held in a spacious hall behind the Confucian Temple, and was largely attended.

The e were over 1,000 hundred people present. The student body and merchants were well represented, and many eloquent speeches were made; all in favour of enforcing the boycott.

One merchant who made a slip in his remarks was hissed off the platform. A native agent of the Standard Oil Company who had managed to dispose of a large quantity of the oil, was severely criticised. Toward the end of the meeting, it was proposed to boycott him also, as he owns a large bookstore in Nanking.—*South-China Daily Journal.*

## REPORTED ILL-TREATMENT OF CHINESE ON THE RAND.

The *Shen-pao*, Hongkong, correspondent sends the following to that paper which although we translate should be taken with reserve, subject to confirmation:—"A friend who has arrived from the Southern Coast tells me that Chinese labouring at the mines in South Africa are cruelly treated to a pitiable extent and no one takes any notice of these things. Although under contract, the labourers do not receive the wages and food set down in their contracts. They are each day required to chisel out (bog) a depth of twenty-six inches of rock, and if anyone does not do this he is flogged with a leather whip, while a deduction is also made in his wages."

The foreigner at the mines even go so far as to put the very largest of cangues on the necks of the Chinese labourers and then make them work at an usual while wearing these cangues.

Under the circumstances our countrymen there are dying one after another under the burdens of their work.

Our Compt. Mr. Liu, takes not the slightest notice of these things. Also those who pay our bribe have no one to appeal to for help."—*N. C. D. News.*

The scene was pitous and extraordinary. Wreckage of all description was floating about, together with hen coops, bodies, and struggling Chinamen.

One crate full of live ducks had been burst asunder, and the birds were making the most of their freedom.

Before long, the captain was seen floating on a log. He had been the last to leave the ship, and swimming clear of the debris, had caught hold of a floating piece of timber. He also was taken to safety.

The next moment, the engineer assisted the passenger into the already overcrowded boat.

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GLASGOW and LIVERPOOL	"PINGSUEY"	29th "
GLASGOW and LIVERPOOL	"MENELAUS"	31st "
GLASGOW and LIVERPOOL	"HECTOR"	6th November
GLASGOW and LIVERPOOL	"GLAUCUS"	14th "

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ALCINNON"	7th October
"GENOA, MARSEILLES & L'POOL"	"AGAMEMNON"	15th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	7th November
"GENOA, MARSEILLES & L'POOL"	"CHINGWO"	15th "
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "

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OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	31st October
"OANFA"	"KEEMUN"	30th November

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	4th October
"MACHAON"	"MACHAON"	3rd November

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Hongkong, 5th October, 1905.

## CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TAIYUAN"	9th October
SWATOW, CHEFOU, NEWCHWANG and TIENSIN	"KANSU"	10th "
MANILA	"TAMING"	10th "
OBUO and ILOILO	"SUNGKANG"	11th "
SHANGHAI	"LINAN"	12th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"CHINGTU"	16th "

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Hongkong, 6th October, 1905.

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STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 9th Oct., at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 14th Oct., at Noon.

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Hongkong, 30th September, 1905.

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Steamship "ALSTON" About

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Hongkong, 18th September, 1905.

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Hongkong, 23rd February, 1905.

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gold both in this country and in Australia have been during the ten years referred to roughly these coins have been £10,000,000. To this the matter clearly, we give the figures for the ten years in question.

[This table is too elaborate for reproduction here, but the summary shows that the net increase of gold in circulation in the year 1893-1903 amounts to £345,000,000. The net decrease in silver in circulation for the same period is £1,640,000. A quite remarkable feature is that the Straits Settlements for the period shows a fall off, or contraction, in silver currency in circulation to the amount of £10,000,000 sterling.]

It will be observed from the statement in Table I, that the amount of gold held in Australia, Canada and India has greatly increased during this period. In round numbers, the increase is £4,000,000 but it certainly appears that fully £10,000,000 of British sovereigns, coined within the period named, must have left our territories. This is not a matter to be regretted; the gold, no doubt, has been paid for in the form of goods, which are of more use to us than the specie, but it is another illustration of the enormous figures to which our business operations extend.

In examining these statements it will be an assistance to us to bear in mind the amount of gold which has been produced by the mines of the world during the ten years we have under consideration. In round numbers the estimate is £500,000,000. The figures before us of the gold coinage account roughly for the use of £345,000,000 out of this. Various estimates have been made of the amount of gold employed in the industrial arts of ornaments and other purposes. It is estimated that the total value of the ten years used thus would amount to £1,500,000,000. Broadly speaking, we may believe these figures to be correct, meanwhile, there is another point to be considered. While the stock of gold in the world appears, during the last ten years, to have increased £345,000,000, the amount of silver used as standard coin has diminished £110,000,000.

This includes a diminution of about £100,000,000 in the value of the coin circulating in India and in the Straits Settlements. As the silver coin which has dropped out of circulation was "standard" money, the general effect of the stock of the "legal tender" money in metal is that, instead of having increased £345,000,000, it has only increased £20,000,000 or £20,000,000. We are thus brought to the conclusion that, of the immense amount of gold discovered within the last ten years only about half has practically been added to the actual circulation or to the gold reserves of the principal countries of the world. Questions are sometimes asked as to the effect of the recent discoveries of gold upon prices. It has been expected that such enormous additions to the circulating medium must be followed by an increase in prices. According to the "Quantity Theory of Money" this should happen as prices are determined by the relation between the demand for, and the supply of money. The demand consists in the offering of goods for money; the more goods are offered, the greater the demand. The supply consists of the money—pieces, whatever their material or form, available for the purchase of goods.

This Theory has been much caviled at and criticized, and the elements involved are so numerous and so hard to grasp that the whole subject is difficult to understand. Modern habits of business, including the great development of banking, both in this country and in all the business countries of the world, have made great alterations in the use of specie in the ordinary transactions of life; but, as the increase of the specie becomes the basis of increased banking operations, the influence of the increase of the specie is augmented by the increased banking facilities dependent on it. The habit of people in regard to the money they use, the fact that an increase of money-supply may itself become the cause of a further demand for money, thus assisting in the increased prices from rising in proportion to the increased supply of money, though all these difficulties, and many more into which we cannot go at this moment, render the subject a difficult one to understand, yet we feel bound to say in the words of Professor Walker: "No one has ever yet seriously undertaken to show what determines the value of money—that is prices—if Supply and Demand do not."

Meanwhile, we have again to call attention to the fact that the banks of other countries have strengthened their specie reserves considerably during the period before us, this country has done so in a much smaller proportion. We may be perfectly certain that the increase in the deposits of banks, and the increase in the amount of specie circulating in the different countries of the world, will, in the natural course of business, cause increased demands for specie, and for these demands we ought to be prepared.—*Banker's Magazine*.

#### EXPERIMENTS WITH NEW ANESTHETICS.

The important question of anesthetics has recently been given a great deal of attention in European scientific circles because of two discoveries. One of them is described in *La Nature de Paris* by Dr. A. Carles, and consists of a vegetable alkaloid which has been extensively used by Schneiderlein. The plant from which Dr. Schneiderlein obtains his alkaloid is the scopolia japonica, which is known as the belladonna of Japan.

Schneiderlein and his pupils use a solution containing between a milligram and a milligram and one-quarter of scopolia to the cubic centimeter of water. First a subcutaneous injection is made two hours before the time set for the operation, a second injection one hour before and a third one-half hour before. To insure unconsciousness it is well to add a little hydrochlorate of morphine to solution, that is, a centigram per cubic centimeter. From fifteen to twenty minutes after the first injection the patient feels an irresistible desire to sleep; he resists in vain, and finally falls back and sleeps calmly and quietly. After the second injection the sleep is deeper, the reflex movements diminish, and, although the patient opens his eyes if spoken to sharply, he fails to sleep again instantly. At the third injection anesthesia is complete.

A curious fact is that the sleep is not so deep that the patient may not be awakened by calling him loudly, but, on the other hand, he cannot be awakened by pinching or pinching him. The operations should, therefore, be performed in silence. Another curious fact is that, after the operations the anesthesia lasts a sufficient length of time to spare the patient the sufferings caused by the wound, the dressings, and so forth. After the operation the patient sleeps for several hours, and some patients, after eating and drinking at the end of six hours, again go to sleep. This is not the slightest recollection upon awakening of what was done before, during or after the operation.

In the Correspondent, M. Henri de Parville describes a method which consists in having the patient look at a blue light. The invention is that of Dr. Redard of Geneva and was recently described at the dental congress at Lucerne. It seems that Dr. Redard observed that the blue light not only acts as a sedative, but also exercises a very marked anesthetic effect. To such an extent is this true that

surgical operations of short duration, as, for example, dental operations, may be performed without the least pain. The apparatus used is very inexpensive, consisting of an incandescent lamp of ten c. l. power, a nickel reflector and a blue shade. The lamp is provided with a blue bulb, and is placed at a distance of about six inches from the patient's head, the head of the patient and the lamp itself being covered with a blue satin shade. The patient must be told he will feel no pain, and to look at the lamp with the eyes open. With the eyes closed there is no success, but under the proper conditions anesthesia is produced at the end of two or three minutes.

The anesthetic condition may be told by the dilation of the pupil of the eye.—*Public Opinion*.

#### Shipping.

##### Arrivals.

Nubia, Br. s.s., 3,844, F. J. Fox, 5th Oct.,—Yokohama 24th Sept., Mails and Gen.—P. & O. N. S. Co.

Choyang, Br. s.s., 1,424, T. W. Selby, 9th Oct.—Shanghai 2nd Oct., Gen.—J. M. & Co.

Senggambia, Ger. s.s., 2,663, Peter, 5th Oct.,—Hamburg 2nd Aug., and Singapore 29th Sept., Gen.—J. A. L.

Glenog, Br. s.s., 2,309, W. T. Larkins, 5th Oct.—Singapore 30th Sept., Gen.—Seang Taik Hong.

Alcino, Br. s.s., 4,278, Pulford, 6th Oct.—Shanghai 3rd Oct., Gen.—B. & S.

Jacob Diederichsen, Ger. s.s., 623, Chr. Hanr, 6th Oct.—Patkoi and Hoihow 4th Oct., Gen.—J. & Co.

Tsintau, Ger. s.s., 1,002, C. Koch, 6th Oct.—Bangkok 27th Sept., Rice and Gen.—M. & Co.

Zuburgh, Br. s.s., 2,660, Packham, 6th Oct.—Singapore 30th Sept., Gen.—J. M. & Co.

Daiji Maru, J. p. a., 1,68, S. Tagami, 6th Oct.—Nagasaki 1st Oct., Marine Products and Gen.—Order.

Taming, Br. s.s., 1,350, Outerbridge, 6th Oct.—Manila 3rd Oct., Gen.—H. & S.

Clearances at the Harbour Office.

Choyang, for Canton.

Looch, for Bangkok.

Mongolia, for Amoy.

Nubia, for Singapore.

Watkora, for Amoy.

Watang, for Swatow.

Loonggang, for Manilia.

Hallun, for Pakhoi.

Zakro, for Manilia.

Departures.

Oct. 6.

Mongolia, for San Francisco.

Coronnel, for Shanghai.

Evindale, for Yokohama.

Fritjof, for Swatow.

Looch, for Amoy.

Watkora, for Amoy.

Longi, for Manila.

Fosking, for Samarang.

Hallun, for Pakhoi.

Watang, for Tientsin.

Choyang, for Canton.

##### Passengers arrived.

Per Choyang, from Shanghai—Mr. and Mrs. Fitzgerald, and members of circus troupe.

Per Nubia, from Kobe for Singap 16—Lord Robert Cecil, from Shanghai for London.

Mr. and Mrs. G. Hooper, Miss Hooper, Miss Moore, and 29 Chines.

For Marseilles—Mrs. Donovan, Messrs. Grigneff, Smiroff, Lischere, Kapitovsky and Scheyer, for Singapore.

Mr. and Mrs. F. M. Tilmann, Lieut. Neuman and Mrs. F. M. Tilmann, Lieut. Neuman.

Messrs. W. D. Graham and J. S. Dist. n. For Hongkong—Mr. and Mrs. Lay, Miss Lay, child and servant, Miss Craig, Miss H. F. Reiley, C. H. Fulton, A. Forbes, Mr. and Mrs. Summer, Messrs. F. Jones, Ch. Nonchen and Mr. V. King, Mr. and Mrs. Thomas, and Mr. W. V. Robinson.

Per Zibenzha, from Singapore—70 Chinese.

Per Senggambia, from Singapore—148 Chinese.

Per Glenog, from Singapore—1,000 Chinese.

Per Taming, from Manila—Mr. and Mrs. G. Lamb, Mr. T. F. Kennedy, Miss S. Bloom, Capt. Lynn, 58 Chinese, 1 Japanese, and 4 Indians.

##### Passengers to depart.

Per Nubia, from Shanghai for London—Mr. and Mrs. G. Hooper, Misses Hooper, P. Bridges, and Mr. S. Bramley Moore.

For Marseilles—Mrs. Fitzgerald, and members of circus troupe.

Per Taming, 2nd Oct., 10 A.M.

Manila—Per Zakro, 7th Oct., 10 A.M.

Macau—Per Heng, 7th Oct., 11 A.M.

Shanghai—Per Ithaka, 7th Oct., 3 P.M.

Singapore—Per Choyang, 7th Oct., 4 P.M.

Shanghai—Per Senggambia, 7th Oct., 4 P.M.

Amoy, Straits and Rangoon—Per Sungkha, 7th Oct., 5 P.M.

Kudat and Sandakan—Per Borneo, 7th Oct., 5 P.M.

Yokohama and Kobe—Per Tating, 9th Oct., 3 P.M.

Singapore, Penang and Calcutta—Per Ruitang, 10th Oct., 2 P.M.

Swatow, Chefo, Newchwang and Tientsin—Per Kauy, 10th Oct., 2 P.M.

Manila—Per Taming, 10th Oct., 3 P.M.

Europe—10th Oct., 10 A.M.

Payam, 11th Oct., 11 A.M.

Shanghai—Per Choyang, 11th Oct., 2 P.M.

Singapore, Sourabaya and Samarang—Per Heng, 11th Oct., 2 P.M.

Cebu and Illo—Per Sungkha, 11th Oct., 3 P.M.

Singapore, Penang and Bombay—Per Capri, 12th Oct., 11 A.M.

Atlanta—Per Borneo, 12th Oct., 11 A.M.

Manila—Per Ruitang, 12th Oct., 11 A.M.

Manila, Zamboanga, Port Darwin, Thursday, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chang, 16th Oct., 3 P.M.

Europe—16th Oct., 11 A.M.

Frederick, 17th Oct., 11 A.M.

Wilhelmshaven, Herberthshohe, Matap, Brisbane, Sydney and Melbourne—Per Prinz Waldemar, 17th Oct., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 18th Oct., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athanas, 18th Oct., 11 A.M.

Singapore, 21st Aug., Ballast—C. S. S. Co.

Bourbon, Fr. s.s., 997, Ch. Sisco, 7th Sept.,—Saigon 3rd Sept., Gen.—W. F.

Capri, Ital., 8,415, G. Belisted, 3rd Oct.,—Singapore 27th Sept., Gen.—& Co.

Claving, Br. s.s., 1,415, G. Belisted, 3rd Oct.,—Singapore 27th Sept., Gen.—& Co.

Borneo, Ger. s.s., 1,344, F. Sembill, 25th Sept.,—Sandakan 21st Sept., Timber and Gen.—M. & Co.

Daljin Maru, Jap. s.s., 900, H. Ohta, 4th Oct.,—Tamsui via Amoy and Swatow 3rd Oct., Gen.—O. S. K.

Empress of China, Br. s.s., 3,046, R. Archibald, R.M.R., 26th Sept., Vancouver, B.C., 4th Sept., and Shanghai 24th Sept., Mail and Gen.—C. P. R. Co.

Hinsang, Br. s.s., 1,6, W. E. Sawyer, 4th Oct.,—Java 24th Sept., Sugar—J. M. & Co.

Kampot, Fr. s.s., 412, Le Ball, 3rd Oct.,—Saigon 20th Sept., Ballast—Man Pat.

Kutang, Br. s.s., 3,109, R. C. D. Bradley, 3rd Oct.,—Singapore 27th Sept., Gen.—J. M. & Co.

Laesies, Br. s.s., 1,441, J. B. Jackson, 1st Oct.,—Saigon 27th Sept., Mail and Gen.—Chinese.

##### DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Clavinger ..... at Kowloon Dock.

Empress of China ..... " "

Lightning ..... " "

Manila ..... " "

Nanhai ..... " "

Patkoi ..... " "

Swatow ..... " "

Taming ..... " "

Taming ..... 2nd inst.

Yaroslav ..... Cosmopolitan, 28th Sept.

Tug, Svir ..... Old, 28th Sept.

Yaroslav ..... Cosmopolitan, 28th Sept.

## Entimation.

## THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:

PRIME AUSTRALIAN BEEF, MUTTON, LAMB; PORK.

DAIRY FARM FED PORK.

Bacon, Best Wiltshire, \$0.70 per lb.

Carno, Meat Extract, 2 oz., \$0.70 per pot.

do, do, 4 oz., 1.25 "

Ducks, Local (dressed), 0.65 each.

Fish, Fresh Canadian Salmon, 0.65 per lb.

Fish, Australian Smoked Mullet, 0.60 "

Fish, do, do, Schnapper, 0.65 "

Geese, Local (dressed), 1.50 each.

Hares, Australian 1st Grade, 1.40 "

Ham, Best York, 0.70 per lb.

Ham, Australian, "Pineapple,"

Brand, 0.60 "

(2cts. extra per lb for Ham cut).

Kidneys, Australian Sheep, 0.05 each.

Lemons, Australian, 18 cts. &amp; do.

Oysters, American (large size, in

tins), 2.50 per tin.

Oysters, Australian (in bottles of

24 and 5 doz.), 2.50 per bottle.

Pigeons, Loche, 0.25 each.

Rabbits, Australian 1st Grade, 0.65 "

Sausages, Australian 1st Grade, 0.65 per lb.

Sausages, Own Make (of Australian Meats), 0.25 "

Tongues, Australian Sheep, 0.20 each.

Turkeys, Choice, Australian (plucked), 0.60 per lb.

SPECIAL NOTE.

Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.

Orders for NOON should be sent in by 8.00 A.M. the same day.

Orders for 3.30 P.M. should be sent in by NOON the same day.

Hongkong, 6th October, 1905. [988]

## Mail.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"NUBIA,"

Captain F. J. Fox, carrying His Majesty's

Mails, will be despatched from the

MAESSELLES AND NORDEN DIRECT, via

COLOMBO, TO-MORROW, the 7th October,

A. M., taking Passengers and Cargo for the Ports.

Parcels will be received at this Office until

the day before sailing. The Contents and

Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 6th October, 1905. [988]

To Let.

SHOP TO LET

IN QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occupied by the ROBINSON PIANO CO., possession November 1st.

For Particulars, apply to—

W. BREWER &amp; CO.

Hongkong, 23rd September, 1905. [921]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to— H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

N. O. 4, OLD BAILY.

Apply to—

ARRATOON V. APCAR &amp; CO.,

45, Wyndham Street.

Hongkong, 2nd October, 1905. [983]

TO LET.

NO. 45, KNUTSFORD TERRACE,

Kowloon.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 5th September, 1905. [900]

TO LET.

N. O. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 27th June, 1905. [692]

TO LET.

SEMI-DETACHED VILLAS, Two, in

Garden Road, near the Ferry, with Fine

Bright and Airy Rooms. GAS and ELECTRIC

BELLS laid on, Commanding fine view of the

Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon,

Hongkong, 5th June, 1905. [627]

## TUBORG BEER.

FIRST Class PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN &amp; CO.

Queen's Buildings.

Hongkong, 4th October, 1905. [57]

TO LET.

## ACHEE &amp; CO.

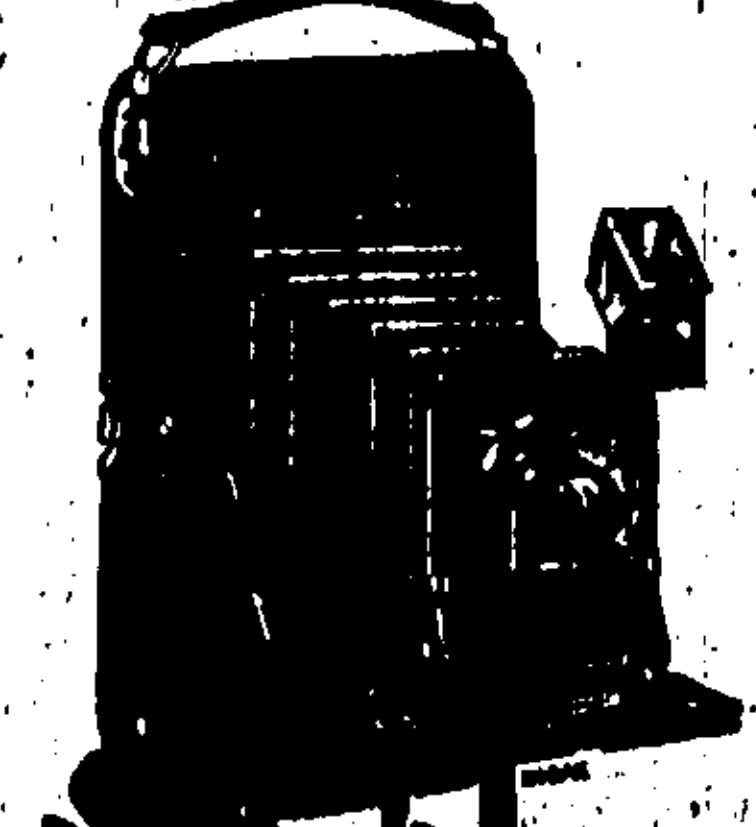
ESTABLISHED 1859.

## FURNITURE

## GENERAL HOUSEHOLD

## REQUISITES.

## &amp;c., &amp;c., &amp;c.



## DEPOT

## VOK

## EASTMAN'S.

## KODAKS, FILMS,

## AND

## ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905. [14]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTATION.	CLOSING QUOTATION.
				RESERVE.	AT WORKING ACCOUNT.		
HONGKONG & SHANGHAI BANKING CORPORATION	80,000	\$125	\$125	\$1,000,000 \$8,500,000 \$210,000	\$1,702,728	1/- 15/- @ exchange 1/10 = \$18.6667	10/-
NATIONAL BANK OF CHINA, LIMITED	99,925	\$7	\$5	\$200,000	\$41,768	\$4 (London 3/6) for 1903	London 3/6 \$3 buyers
MARINE INSURANCES	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	5%
CANTON INSURANCE OFFICE, LIMITED	10,000	\$250	\$50	\$30,000 \$15,903 \$62,566 \$371,445	Nil	\$4 for year ended 30.4.1904	51%
CHINA TRADERS' INSURANCE COMPANY, LIMITED	24,000	\$83.33	\$25	\$1,800,000 \$12,000 \$372,749 \$80,999	Nil	Interim of 7/6 1904	8%
NORTH CHINA INSURANCE COMPANY, LIMITED	10,000	\$15	\$5	Tls. 800,000 \$1,800,000 \$12,000	Tls. 217,119	Interim of 1904	51%
UNION INSURANCE SOCIETY OF CANTON, LIMITED	10,000	\$250	\$100	\$1,000,000 \$2,241 \$218,933	\$208,997	\$35 for 1903	41%
YANGTZE INSURANCE ASSOCIATION, LIMITED	8,000	\$100	\$60	\$5,000 \$5,800 \$5,800 \$1,000,000 \$218,933	\$48,284	\$12 and \$3 special dividend for 1903	81%
FIRE INSURANCES	20,000	\$100	\$20	\$1,000,000 \$2,241 \$218,933	\$230,017	\$6 dividend & \$1 bonus for 1903	8%
CHINA FIRE INSURANCE COMPANY, LIMITED	8,000	\$250	\$50	\$1,000,000 \$2,241 \$218,933	\$360,372	\$34 for 1903	10%
HONGKONG FIRE INSURANCE COMPANY, LIMITED	8,000	\$250	\$50	\$1,000,000 \$2,241 \$218,933	Nil	\$1 for 1904	51%
SHIPPING	30,000	\$25	\$25	\$5,000 \$261,638	\$8,832	\$18 for 1904	51%
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED	20,000	\$50	\$50	\$88,000 \$280,000	Nil	\$3 for year ended 30.6.1905	51%
DOUGLAS STEAMSHIP COMPANY, LIMITED	20,000	\$15	\$15	\$600,000 \$145,376	\$8,044	\$1 for first half-year 1905	75%
HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.	50,000	\$10	\$10	\$1,000,000 \$241,150	4,435	12/- 1/- 10/- = \$6.29.51 for 1904	61%
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED	60,000	\$10	\$10	\$1,000,000 \$241,150	4,435	Interim of Tls. 2 for 1905	75%
SHANGHAI TUG AND LIGHTER COMPANY, LIMITED	100,000	\$15	\$15	\$1,000,000 \$241,150	4,435	Interim of Tls. 2 for 1905	75%
DO	100,000	\$15	\$15	\$1,000,000 \$241,150	4,435	Interim of 1/- (Coupon No. 5) for 1904	45%
"SHELL" TRANSPORT AND TRADING COMPANY, LIMITED	2,000,0						